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Ho Kong, 14th August, 1903. [a13389]

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[a140]

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Electric Lighting throughout. Electric Fans
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the Hotel Co.
Wines cooled by Hotel refrigerators.
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Fire Extinguishing Mains and Emergency
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FROM THE TRAMWAY TERMINUS
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Private Bar and Billiard-Rooms.
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MANAGER.
Hongkong, 10th June 1903. [a1082]

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Hongkong, 31st October, 1902. [a1549]

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(HOTEL-SANTARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant refuge for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Zeeuwer*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."

For Terms, apply to
THE MANAGER.
[a221]

WAR NOTES.

SHANGHAI TELEGRAMS.

We take the following from the *N.C. Daily News*:—

"Peking, 19th May.—Russian troops are being increased in the neighbourhood of Fukumen, while they are being withdrawn from Kaopangtze. The reason put forward is that the bandits must be put down, but military authorities explain that the real intention is to strengthen the defences of Tielhing. Great quantities of food and stores are being conveyed by train to Kaiyuan, where the Russians are establishing a defensive point, from Liaoyang and Moukden."

[Kaopangtze is the junction of the Hsinmin-tai railway with the Newchwang line. Kaiyuan and Tielhing are on the Manchurian railway north of Moukden, and they are the base points of a triangle of which Fukumen is the apex.]

"Peking, 19th May.—The Russian troops which re-entered Newchwang were despatched for Kaiping. Before yesterday there were at Kaiping about 10,000 Russian troops concentrated to hold the Japanese for a time while preparations can be made for the defence of Liaoyang."

"Tokyo, 19th May.—It is reported that the Japanese occupied Kaiping, south of Newchwang, on the 16th inst., the Russians fleeing in the direction of Tashihohiao."

"Weihaiwei, 19th May.—H.M. sloop *Espergle* left here today for Newchwang to protect British interests."

"Peking, 19th May.—The Russo-Chinese Bank has closed its branch at Moukden."

"Tokyo, 19th May.—Correa has officially notified all her treaties with and concessions to Russia."

"Tokyo, 20th May.—The drowned in the *Hatsue* include sixteen officers and nineteen petty officers. The drowned in the *Yoshino* were sixteen officers, including Captain Suyeki and thirty-three petty officers."

"The latest naval disasters have caused a painful sensation. The *Kokumin* is unwilling to think that these catastrophes were the result of carelessness, but hopes that circumspection will be exercised in the future, and consoles itself by remembering that the *Hatsue* and *Yoshino*, with their crews, have perished after a life of splendid action."

"Tokyo, 20th May.—It is officially announced that a Japanese squadron reconnoitred Kaiping Bay on the 16th instant, and fired at the Russian troops ashore, who fled. The Japanese swept the adjacent waters on the 16th. The gunboats approached the shore and bombarded the railway bridges, military trains, etc., doing more or less damage."

"Tokyo, 20th May.—It is officially announced that a portion of the Japanese army commences landing at Tikhon on the 19th instant. In the engagement near Kinchoo on the 16th inst. the Russians left thirty dead on the field. According to prisoners taken, the Russian casualties exceeded three hundred. The bulk of the Fourth division of Russian infantry, and the whole Seventh division, are occupying the Kinchoo peninsula under General Stössel, the Commandant at Port Arthur."

WRECK IN THE GULF OF PECHILI.

The U.S. Consulate at Shanghai has received the following telegram from the U.S. naval attaché at Tokyo:—

"Japanese Government reports sinking wreck Pechili Gulf, latitude forty degrees thirty minutes, longitude one twenty-one degrees twenty minutes dangerous."

This wreck is apparently in the Liaotun Gulf, about sixty miles due east of Shanhaikwan, and might be the *Hatsue*.

RUSSIAN C URAHS PRAISED.

English correspondents, in descriptive telegrams on the recent battle, praise Russian courage, and suggest that the combatants of the Yalu were equally matched, except in artillery, numbers, and leadership.

THE YELLOW PERIL AGAIN.

The *Novosti*, in an article on the 22nd ult. wrote:—"Europe is beginning to understand how extremely grave the yellow peril will become if Japan is successful, and the knowledge of this fact is arousing general sympathy towards Russia, and a common desire for speedy cessation of the Russo-Japanese war. This desire has already been made evident by Great Britain's obvious wish to exercise friendly mediation in favour of peace. Such mediation would form an excellent basis for the conclusion of that rapprochement on the part of Great Britain and Russia which is so much to be desired. It would, moreover, release Great Britain from the position, uncomfortable in every respect, in which she is placed by being the ally of a nation in which the yellow danger threatening all European peoples is incarnate."

THE BLACK SEA FLEET.

The successive losses which the Russian fleet at Port Arthur has suffered, wrote the *Times* Berlin correspondent last month, have led to revival of reports to the effect that Russia contemplates making use of her Black Sea fleet in the Far East. In this connection the *National-Zeitung* learns from S. Petersburg that, according to the views prevalent in Russian naval circles, the majority of the warships now in the Black Sea are out of date and quite unfit to meet so formidable an adversary as the Japanese fleet. In "diplomatic circles" in S. Petersburg the reports regarding the employment of the Black Sea fleet in East Asia are regarded as "simply foolish." At the same time there are indications that the Russian Government entertained, though only for passing moment, the idea of employing the Black Sea fleet.

MORE RUSSIAN PLANS.

The military correspondent of the *Times* writes:—"The Russians still talk of finishing the campaign in September, and the favourable

plan for the attainment of this end is a march from Vladivostok upon Gensan. It is considered that during the summer a large army can be collected between Khabarovsk and Vladivostok and that no insuperable difficulties intervene to prevent the march proposed. The defeat of the Japanese, the occupation of Seoul, and the humble acceptance of peace by Japan, are all discounted in advance. It is a model of that essential trait in strategical plans—*simplicitas*.

THE STATE OF HARBIN.

The special correspondent of the Paris *Matin* at Harbin gives a striking account of the horrible condition of the streets and the entire absence of sanitary arrangements in that town. At times the state of the streets is such that the inhabitants are blocked in their houses for two or three days, as it is impossible even for vehicles to pass through the deep mud. There is no municipal administration, and the Russian authorities have forgotten to pave the streets to organise a corps of scavengers, or to make drains. All these requirements have been left to chance, and now the authorities have been overtaken by the war. Thus, Harbin, which was visited by cholera two years ago, and which suffers from typhus every summer, will probably be the scene of an outbreak of plague this year. The wounded are brought from the south to be cared for at Harbin, and out of the enormous sums collected in Russia for their benefit 100,000, must be set aside for the sweeping, cleaning, and disinfecting of the town, in order to render it a tolerable place of residence, as otherwise it cannot, during the summer months, be anything but a centre of contagion.

THE EVACUATION OF NEWCHANG.

A *China Times* correspondent writes under date 19th May:—

The evacuation of Newchwang as a fortified post is complete. Only a few hundred soldiers and a few officers are left, who are ready to fall back on Hsichang at the first alarm of the Japanese approach. The Japanese are advancing from Wafangtien (south of Liaoyang) and will threaten both Tashihoh and Newchwang from Kuichow (or Kuiping as it is also called). All the guns have been taken away from Newchwang and the fort has been dismantled. Some of the guns visible from outside the fort were only painted. No fighting will take place at Newchwang. The whole Russian army in Southern Manchuria is concentrating on Liaoyang and the district of Hsichang, but it is thought they will not be able to hold that position long against the Japanese. A further retirement is expected.

MISCELLANEOUS.

A telegram to the *N.C. Daily News* dated Tokyo, 16th May, says:—"Several hundred Russians have attacked Eusan, the site of the English (Gwendoline) gold mine in North Corea. They pillaged the Japanese and English miners and many were arrested." This news, however, is contradicted.

Another Tokyo telegram to the same paper says:—"A mass meeting took place at Tokyo to-day (the 16th) of Japanese and foreigners, at which a thousand were present." It was resolved that the present war is unconnected with any religious differences or racial distinctions, but is waged for the security of Japan, the permanent peace of the Far East, and in the interests of justice, humanity, and the civilisation of the world.

A Munkden letter, says the *N.C. Daily News*, reports that the Tartar General of that city, Taeng Chi, has received a despatch from the Japanese military authorities at Kullen-cheng, on the Yalu river, stating that as the Japanese forces have recaptured Antungshien for China and restored order in the vicinity, the Tartar General is invited to notify the merchants and people of that region to return to their homes and peacefully resume their usual avocations. Furthermore, the Tartar General is also invited to send officials to Shaho, the principal port of timber export trade on the Yalu, to reopen the Custom-house there to collect duty on timber, etc.

Chinese junkmen from the Linotung Peninsula gather from the forcible enlistment of Chinese by the Russians without pay that the Russians in Manchuria are short both of men and money, and this news, without regard to its actual truth, is spreading over the maritime provinces of China.

FAREWELL TO INSPECTOR McNAB.

Inspector Peter McNab left for home yesterday by the German Mail, the *s.s. Bayern*. He has completed 16 years' service in the Hongkong Police Force, showing a clean sheet for the whole of that period.

Shortly before his departure he was invited into the billiard-room at Central Police Station, where his comrades bade him farewell. Mr. F. H. Bailey, Captain Superintendent of Police, speaking on behalf of the Force, presented the pensioner with a handsome piece of Chinese silverware on a blackwood stand. The trophy, a four-branched affair, bore an appropriate inscription.

Mr. Hansen also addressed Inspector McNab, the proceedings terminating by drinking a bumper to his health.

RACING IN ENGLAND

The following is the result of the race for the Kempton Park Great Jubilee Handicap—
Ypanti, b.h. by Galore—Stefanette 1
Cecisier, br. c. by Cherry Tree—Last Love 2
General Cronje, br. by Gallant 3

MERCANTILE BANK OF INDIA, LD.

The following were the proceedings at the eleventh annual general meeting of the shareholders, held at Winchester House, Old Broad Street, London, E.C., on the 19th April. Sir Alexander Wilson (the Chairman) presiding.

The CHAIRMAN: Gentlemen, I will now ask the Chief Manager to read the notice convening the meeting.

Mr. JAMES CAMPBELL (Chief Manager) read the notice.

The CHAIRMAN: Mr. Campbell will also read the Auditors' Report under the Act.

Mr. CAMPBELL read the same.

The CHAIRMAN: Gentlemen, I have first of all to offer my apology for not having been in my place at the annual meeting last year. I was unavoidably detained in America, but I am sure that my place was far more ably filled by my colleague, Mr. Maitland. In proposing the adoption of the report and accounts for 1903, which have been in your hands for some weeks, and which I presume may be taken as read, there is nothing, I think, in the general figures of the balance sheet which calls for much comment from me. The deposits show a slight decrease, as compared with a year ago, but as this item then included one or two exceptional amounts, the small reduction is more apparent than real. Turning to the credit side of the account you will see that cash and bullion aggregate some £800,000, and securities held £457,000. The latter consist entirely of stocks bearing the guarantee of the Imperial and Indian Governments. With reference to these stocks I may mention that, whilst in the first place, following our usual custom, they were written down at 31st December to the prices ruling at that date, we on this occasion readjusted them to the low quotations current when the accounts were made up last month—quotations, I need hardly point out, considerably under those of to-day. These items of cash, bullion and Government securities constitute ample protection, you will, I think, admit, for our obligations to the public and, combined with the liquid nature of the other two principal items on the assets side, viz., bills receivable and loans and advances, they show that the position of the Bank is a strong one. (Applause.) Turning to the profit and loss account, the gross profit for the year shows an increase, as compared with the previous year, of over £13,000, but there is an increase of £2,000 in expenses, the net profit being £46,433, 7s. 4d., to which has to be added £16,243, 11s. 2d. brought forward, leaving £62,676, 18s. 6d. to be dealt with. The usual interim dividend on the "A" shares to 30th June has been paid, and it is now proposed to pay a similar dividend on these shares to 31st December. The directors have put the increased amount of £20,000 to reserve, and, in dealing with the balance, they have felt that the time has come when the patience, and may I add forbearance, of the "B" shareholders can be rewarded, by bringing their dividend to a level with that of the "A" shareholders, without departing from the policy they have consistently followed, of strengthening the Bank's position. Under the careful and able guidance of our chief manager, the business of the Bank is increasing and improving, and our acknowledgments are due to him and the staff of the Bank, at home and abroad, for the results of the year, which are now before you, and which, I venture to hope, you will consider satisfactory. (Applause.) With those remarks I will formally move:—"That the Report of the Directors, with the audited Statement of Accounts and Balance Sheet to 31st December last, presented to the meeting, be and the same is hereby received, approved and adopted, and that a dividend on the "A" shares of the Bank at the rate of 5 per cent. per annum for the six months ending 31st December, 1903, and on the "B" shares at the rate of 5 per cent. per annum for the year ending 31st December, 1903, as recommended in the Report be and the same is hereby confirmed."

Mr. J. A. MAITLAND: I have much pleasure in seconding this resolution. It generally falls to me to second it, but I have never had greater pleasure in doing so, I think, than on this occasion. It is highly pleasing to us on this side of the table to be able to raise the dividend. We have been working with that object in view for many years, and certainly our accounts have shown that we could have done it much sooner, but the first consideration with the Directors of the Bank has been the strengthening of the Bank, and the report will show you that we have done so to a very considerable extent on this occasion. (Applause.)

The CHAIRMAN: Before putting the motion to the meeting I shall be glad to answer any question that any of you may have to ask on the figures of the accounts before you.

Mr. A. H. BAILEY: I should like to ask if the time has arrived for applying for a quotation on the Stock Exchange for the price of the shares.

The CHAIRMAN: Well, it is a question, of course, for consideration, and it is a matter that we have never lost sight of here. At the same time I do not know that it is any particular advantage to shareholders to have a quotation on the Stock Exchange. (Hear, hear.) We know that some of our most-to-be-envied rivals and competitors in the East do very well without a quotation on the Stock Exchange. But we are absolutely in the hands of the shareholders; if they desire that we should apply for a Stock Exchange quotation it will be quite open for us to do so.

Mr. BAILEY: The only object is that the shareholders may have an opinion as to what is the market value of their shares, so as to know what the value of their property is.

Mr. H. H. NELSON: I think there is no

difficulty in covering the value of the property; the value of a property is what it will sell for. One other hand, there are great disadvantages about a Stock Exchange quotation, especially in reference to the shares of a bank. The edit of a bank is a very delicate factor, and, as a matter of fact, the methods of the Stock Exchange are not always of the kind which would help to maintain that. I doubt seriously, therefore, as to whether there is any great advantage to a bank, especially of this kind, having a quotation on the Stock Exchange, and I am a large holder of the shares. I hope the Directors will not be in a hurry to have anything of the kind. (Hear, hear.)

The CHAIRMAN: Well, if there are no other questions I will formally put the motion that I have just read.

The resolution was then put to the meeting and carried unanimously.

The CHAIRMAN: The next business before the meeting is the election of Directors, and before proposing the re-election of Mr. Jackson and Mr. Mahand, who retire at this time by rotation, I am sorry to have to tell you that since the report was issued Mr. F. W. Lunan has tendered his resignation of his seat on the Board, which the Directors have accepted with much regret. On behalf of myself and my colleagues, I gratefully acknowledge the valuable services Mr. Lunan has rendered to the Bank for upwards of eleven years, in which his experience and wide knowledge have been of much benefit to us in the conduct of the affairs of the Bank, and we most cordially wish that he may long be spared to enjoy the greater leisure he now seeks. As I said, the Directors who retire by rotation at this time are Mr. Jackson and Mr. Maitland. It requires no words from me to commend them to your good offices, because they are old and tried and valued friends. I now beg formally to propose:—"That Mr. William Jackson and Mr. J. A. Maitland, the Directors retiring from the Board in rotation, be and they are hereby re-elected Directors of the Bank."

Mr. R. W. CHANNY: I have much pleasure in seconding the resolution.

The resolution was then put and carried unanimously.

The CHAIRMAN: The next proposal, I think, comes from the other side of the table, viz., as to the election of Auditors.

Mr. B. SMYTH: Gentlemen, I beg to propose—"That Messrs. Cooper Brothers & Co., and Messrs. W. A. Brune & Co., be and they are hereby appointed Auditors of the Bank, and that their remuneration be 100 guineas each for each audit."

Mr. NELSON: I shall have pleasure in seconding that.

The motion was put and carried unanimously.

The CHAIRMAN: Gentlemen, that is all the business before the meeting, and I am very much obliged to you for your attendance.

Mr. NELSON: I do not think, gentlemen, it would be your wish to separate without conveying to the Board of Directors and the Staff, the usual thanks which are given at these meetings, especially on an occasion when they are able to put before us accounts which are eminently satisfactory. (Applause.) I am sure that we are all gratified to see a slight increase in the dividend on the "B" Shares, not so much that it is of great importance as to whether you get four or five per cent., but more for the evidence that, in the judgment of these gentlemen, who have taken great care of our interests for a good many years, the position of the Bank is such as to justify it. I am sure we all feel that, and we feel that we are grateful to our Board, and also in a very great measure to the officers of the Bank, who are the life and soul of an institution of this kind. (Applause.) That must not be forgotten in connection with the results that are put before us. Therefore, gentlemen, I desire to propose the usual vote of thanks. I should like to make a remark in reference to what the Chairman has explained as to the slight decrease in deposits. I think it was a year or a couple of years ago that, in addressing the meeting, I referred to the subject, and I again refer to it with the view of pointing out that the prosperity of a Bank of this kind must, to a very great extent, depend upon the amount of deposits it can get. I would suggest that a great number of the shareholders are in a position to influence such deposits, and that they may justly and fairly do so; for I do not know of any other Bank receiving deposits, which offers a better security at a fair rate of interest than the Mercantile Bank of India. Those who have taken the trouble to analyse the figures, will find that the amount of security standing against the deposits is eminently satisfactory, and as a person who has had a great deal to do with deposits for various people and friends, I have no hesitation in saying that I regard the deposits of the Mercantile Bank of India as being absolutely as good as any that are to be obtained at such a rate of interest. I now desire to put into words the resolution, and to move:—"That the thanks of the Shareholders be given to the Chairman and Directors, and to the Chief Manager and Officers of the Bank, for the excellent services they have rendered during the past year." (Applause.)

Mr. C. E. MELCHERS: Gentlemen, it gives me much pleasure to second this resolution. The motion was then put and carried by acclamation.

The CHAIRMAN: Gentlemen, we are very much obliged to you and to Mr. Nelson, for the very kind way he has alluded to our services. It is a pleasure to see that our efforts have been, as he has put it, in some degree rewarded, and I can only say that we shall devote our best energies to the service of the Bank in future, as we have done in the past. I may also say that I shall have great pleasure in conveying the vote of thanks to the staff who are abroad and not here to listen to it. (Applause.) The proceedings then terminated.

SUPREME COURT.

Wednesday, 25th May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

A STEAMSHIP COMPANY DISPUTE.

Leung Wing Hing, Chiu Kit U, and Wong Chang Kee, shareholders in the China S.S. Co. of Hongkong and Macao, Ltd., applied for an injunction against Chan Ip Tong, Lee Kwan Ting, Wong Shiu Ping, Tang Kwan Shan, Teoi Wing Nam, Kan Sing Kiu, Sun Shin Ping, and Chan Kam Kee, directors of the Company, in receiving any payments out of the balance of the proceeds of the sale of the Company's *s.s. Chukong*. Mr. M. W. Slade, barrister-at-law (instructed by Mr. C. E. Beavis, of Messrs. Wilkinson and Grist, solicitors), appeared for the plaintiffs; and Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. R. Harding, of Messrs. Evans and Harston, solicitors), appeared for the defendants.

Plaintiffs in their statement of claim stated that on 13th January, 1903, defendants and the plaintiff Leung Wing Hing entered into an agreement whereby the defendant Chan Ip Tong and one Luk King Nam were to sell the *s.s. Chukong*, belonging to the Company, for \$77,220; and it was agreed that each director should transfer and hand over to the defendant Chan Ip Tong all shares authorised for or taken or agreed to be taken in the Company through or by such director, and that such director should thereupon be paid a proportionate amount for the shares after deducting from the price received by the Company for the steamship *Chukong* the debts of the Company. The defendant Chan Ip Tong and Luk King Nam received the sum stated, and after deducting the debts of the Company had a large balance in their hands. The defendant Chan Ip Tong had appropriated part of the balance to his own use and had distributed large sums out of the balance to the other defendants or some of them and to Luk King Nam. The plaintiffs claimed an injunction to restrain the defendants or any of them from receiving any payments out of the funds of the Company under the agreement, and from paying any funds of the Company to any persons other than bona-fide creditors of the Company, and an account of all moneys received or held by defendants on behalf of the Company and of all payments made out of the funds of the Company by the defendants or any of them since 13th January, 1903.

Defendants in their defence stated that the defendant Lee Kwan Ting was a merchant residing and carrying on business in Macao, and Teoi Wing Nam had for many years been in the diplomatic service of the Chinese Government and is Consul at Kobe. Authority had not been obtained by the plaintiffs for the issue of a writ for service out of the jurisdiction of the Court, and defendants submitted that this Court had no jurisdiction against them. All the directors, including Leung Wing Hing, acting in the name of Leung Ngan Pan, were parties to the agreement mentioned in the claim, and the majority of the shareholders had approved thereof. Its terms had been completely and duly performed, except that certain shareholders, including the plaintiffs, and altogether representing about three per cent. of the capital of the Company, had refused their proportions of the balance of the \$77,220 which was left after payment of the debts of the Company. Every shareholder who was not a director acquired his shares through one of the directors. Defendants stated that they had rendered to Leung Wing Hing on behalf of himself and the other plaintiffs a full account of the proceeds of sale, the debts and the balance. Defendants were and had always been ready and willing to furnish the plaintiffs with any further particulars which they might desire of the said account, and to distribute to the plaintiffs their said proportions. Defendants had repeatedly offered the proportions to the plaintiffs, but plaintiffs had refused them. The sum reserved by the defendants for the payment of the plaintiffs' proportions was the only money remaining in their hands as directors of the Company, and they were obliged to draw upon this sum to meet the costs of this case.

After a long conference between the parties, Mr. Slade intimated to his Lordship that the case had been settled satisfactorily, each party to pay their own costs.

The Court adjourned.

DATE OF SIR M. NATHAN'S ARRIVAL.

We received yesterday from the Colonial Secretary's office a copy of the following telegram from the Secretary of State, London, to the Officer Administering the Government, dated the 25th May:—"Governor leaves Marseilles 1st July due 30th July."

NEW JAPANESE LOAN.

ONE HUNDRED MILLION YEN.
We are in a position to state that the Japanese Government is about to issue another loan, one of 100,000,000 yen, bearing 5 per cent. interest. The loan will be for seven years and will be issued at 92.
The calls will be made as follows:—
On application 2 yen
July 10 yen
September 40 yen
October each month
November 5 yen
December 45 yen
January 15 yen
February each month
March 92 yen
Application can be made between the 10th and 16th June and the local agents will be the Yokohama Specie Bank.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

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DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO.

POLICE COURT.

Wednesday, 25th May.

BEFORE MR. R. H. J. GOMPERTZ.
(ACTING POLICE MAGISTRATE.)

SOLICITOR FINED.

Serget. Kerr charged Mr. Gedgo, solicitor, with failing to exhibit a light at night when riding a bicycle. Complainant stated that Mr. Gedgo was riding alongside H.E. Mr. May's ricksha without a light on the night of the 18th inst.

Defendant said he left Kennedy Stables with his lamp alight. At Macdonald Road it was his usual custom to blow the lamp out, but he could not say whether or no he had done so on the night in question. He asked complainant if he was certain that Lieut. Knox was not his man.

Complainant replied that he was certain as to the identity.

Mr. Gompertz imposed a fine of \$1.

An Indian, in native attire, describing himself as a clerk in Messrs. A. S. Watson & Co.'s employ, charged a coolie with refusing duty. He said the defendant had refused to haul a truck-load of 99 dozen of soda-water. There were, in all, three men to the truck.

Defendant said it was too heavy for him, and simply asked for a fourth man.

Mr. Gompertz imposed a fine of \$5.

DRUNKENNESS.

An ex-beachcomber, at one time living at the House of Detention, was charged with drunkenness. It was his sixth appearance at the Magistrate's Court. He was fined \$10.

An European sailor, charged with being drunk and disorderly was fined \$5 or seven days. He had been having a row about ricksha hire.

NO LICENSE.

A man charged with selling milk without a licence was fined \$20.

A CONSERVANCY OFFENCE.

A Conservancy contractor was charged with an offence relating to his occupation. Mr. D. Thompson appeared for the defence. The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

FALSE PRETENCES.

A Chinese boarding-house keeper was charged with obtaining three passage tickets, value \$15 each, by false pretences, from three women about to leave Hongkong for Penang.

Mr. Hays, solicitor, of Messrs. Johnston, Stokes and Master, appeared for the defence.

A *foki*, implicated in the affair, was charged also.

It appears that the women gave the *foki* \$15 each to book passages for them, which he did. The keeper then asked the women for their tickets again, saying that they required "cheeping."

The *foki* was discharged, and the other, a toothless old man who has been 30 years in the Colony, was sentenced to 14 days without hard labour.

MARINE ENQUIRY.

Wednesday, 25th May.

(BEFORE HON. CAPT. L. BAENES-LAWRENCE, R.N. (MARINE MAGISTRATE).)

BAD SEAMANSHIP.

Mr. Lewis, Superintendent of the P. & O. Co., caused an enquiry. He stated that on the afternoon of the 18th inst., while returning from Stonecutter's Island (south-about) in the P. & O. launch *Jeaneite*, steaming up the fairway and making a course for Blake Pier, approximately off the Canton Steamboat Pier, they had the launch *Lee Shing* on their port side steaming in the same direction. They steamed on the same course for some few minutes, when the *Lee Shing* ported and bore over on them, whereon their coxswain gave warning by whistle. It was only by the *Jeaneite*'s skill that an accident did not take place. Had their coxswain not realised the position the *Lee Shing* would have been in two, the *Jeaneite* seriously damaged, and a sampan full of people upset, causing, probably, a loss of life. The *Lee Shing* after being warned by their whistle deliberately hard-ported, crossed their bow within a few feet, and proceeded to the stone jetty west of Douglas Pier.

Mr. A. G. Morris gave corroborative evidence. Li Liu, master of the *Lee Shing*, admitted the evidence, his excuse being that he ported to get out of the way of a sampan.

Defendant was convicted on the charge of negligent navigation. Taking into consideration his services as coxswain since 1892, and no previous offences, his certificate was suspended for three months.

SHIPPING NOTICES.

WEATHER.

Fine weather continues.

MISCELLANEOUS.

The *s.s. Canton* arrived from Wuhu and Chinkiang yesterday with 1,700 tons of cargo. The *s.s. Futaba* arrived from Moji yesterday with 5,180 tons of coal.

The *s.s. Atchewa* arrived from Yokohama and Poochow yesterday with general cargo.

STEAMER MOVEMENTS.

The Imperial German mail steamer *Odenburg* left Yokohama via Kobe, Nagasaki and Shanghai on Tuesday, the 24th inst., at 9 a.m., and may be expected here on Friday, the 3rd prox., at 5 p.m.

The Imperial German mail steamer *Prinz Heinrich*, which left here on the 27th ult., at noon, arrived at Genoa on Tuesday, the 24th inst., at 5 p.m.

The F.M. steamer *Moupin*, with mails, &c., from San Francisco to the 7th inst., via Honolulu, leaves Yokohama for this port this morning via Inland Sea, &c.

The O. & O. steamer *Gaelic* left Shanghai Tuesday night, due Hongkong Friday morning. The P. & O. steamer *Candia* left Singapore for this port on the 24th inst., at noon. The Indo-China steamer *Laisang* left Calcutta for this port via the Straits on the 21st inst., and may be expected here on the 6th prox. The steamer *Gregory Apsay*, from Calcutta, left Singapore for this port yesterday morning. The N.Y.K. chartered steamer *Border Knight* left Singapore for this port on the 25th inst. and is expected here on the 31st inst. The C.P.R. steamer *Athenian* arrived at Vancouver on Tuesday, the 24th inst., at 10.30 a.m.

TRADE MARK

TELEPHONE No. 13.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 24 DOZEN PINTS.

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12, QUEEN'S ROAD CENTRAL. [4]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the Royal Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

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Latest American Methods.

Reasonable Fees.

No charge for examinations.

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31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

[38]

Hongkong, 3rd May, 1904. [1172] Hongkong, 1st April, 1897

SHIPPING.

ARRIVALS.
May 24, MANILA, British str., 2,711, H. G. H. Lowell, Japan 10th May, General—P. & O. S. N. Co.
May 24, TELEMACUS, British steamer, 1,340, Williamson, Saigon 20th May, Rice and General—CHINESE.
May 24, THENTIS, Norwegian str., 1,209, Thomassen, Kobe and Moji 18th May, General—CHINESE.
May 25, ALCINOUS, British str., 4,278, J. Pifford, Yokohama 23rd May, General—BUTTERFIELD & SWIRE.
May 25, BAYERN, German str., 3,128, H. Formes, Yokohama 14th May, Mails and General—MELCHERS & CO.
May 25, CHOISANG, British str., from Canton.
May 25, HANOI, French str., 739, P. Merlees, Haiphong 21st May and Hoibow 24th, General and Rice—A. R. MARTY.
May 25, PLUTINE, Austrian str., 2,772, Josef Bloic, Moji 18th May, Coal—ORDER.

CLEARANCES.
At the Harbour Master's Office.
25th May.
Choyang, British str., for Shanghai.
Johanne, German str., for Haiphong.
Siam, British str., for Shanghai.

DEPARTURES.
24th May.
HUMBER, British steamer, for Shanghai.
25th May.
BAYERN, German str., for Europe.
HAITAN, French str., for Haiphong.
HON, French str., for Haiphong.
OSCAR II, Norwegian str., for Moji.
PRONTHUS, Norwegian str., for Bangkok.
SUNOKHON, British str., for Manila.
TAMAIL, Dutch str., for Yokohama.
TRIUMPH, German str., for Swatow.
WHITGIFT, British str., for Yokohama.
ZETEN, German str., for Shanghai.

VESSELS IN DOCK.
25th May.
ABERDEEN DOCK.—
KOWLOON DOCK.—Fatahan, H.M.S. Hart, Yachting, U.S.S. Wisconsin, Kaipan, Hongkong, Shamout.
COSMOPOLITAN DOCK.—Ithal.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW. The Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 27th inst., at NOON. For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers. Hongkong, 25th May, 1904. [1330]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 26th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 26th May, 1904. [1278]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE Steamship

"SENECA,"
will be despatched as above on or about the 15th June.
S.S. "SCHUYLKILL" on or about the 1st July.
For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 21st May, 1904. [1303]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 31st May, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain G. Bourdon, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marcellies, and accepted in transit through Marcellies for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 30th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 19th May, 1904. [2]

HONGKONG-MACAO LINE.

S.S. "WING CHAT,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 2.30 P.M. FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$2. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip every Sunday, and takes only 3 1/2 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street. Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	H. G. H. Lowell	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	4th June, Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	DEUCALION	Brit. str.	...	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP, via SINGAPORE, &c.	AGAMEMNON	Brit. str.	...	BUTTERFIELD & SWIRE	21st June.
LONDON & ANTWERP, via SINGAPORE, &c.	YANGTZE	Brit. str.	...	BUTTERFIELD & SWIRE	5th July.
LONDON & ANTWERP, via SINGAPORE, &c.	KINTUCK	Brit. str.	...	BUTTERFIELD & SWIRE	19th July.
MARSEILLES, &c., via PORTS OF CALL.	E. SIMONS	Fren. str.	G. Bourdon	MESSEGERIES MARITIMES	31st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	M. MONTSHIRE	Brit. str.	H. N. Vyvyan	SHEWAN, TOMES & CO.	About 8th June.
MARSEILLES, LONDON & ANTWERP.	BENMOHE	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th June.
BREMEN, via PORTS OF CALL.	OLDENBURG	Ger. str.	R. Troitzsch	MELCHERS & CO.	4th June, at Noon.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Fock	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	BATAVIA	Ger. str.	Dampwolf	HAMBURG-AMERIKA LINIE	28th June.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	6th July.
HAVRE & HAMBURG	C. FRED LAEISZ	Ger. str.	Rorden	HAMBURG-AMERIKA LINIE	20th July.
GENOA, MARSEILLES & LIVERPOOL.	BADENIA	Brit. str.	...	BUTTERFIELD & SWIRE	10th Aug.
NEW YORK, via SUEZ CANAL.	KEEMUN	Brit. str.	...	BUTTERFIELD & SWIRE	25th June.
NEW YORK, via SUEZ CANAL.	RAS ISSA	Brit. str.	...	SHEWAN, TOMES & CO.	About 31st inst.
NEW YORK, via SUEZ CANAL.	SATSUMA	Brit. str.	...	DODWELL & CO., LD.	About 15th June.
VANCOUVER, via SHANGHAI, &c.	SENCA	Brit. str.	...	STANDARD OIL CO.	1st June.
VANCOUVER, via SHANGHAI, &c.	E. OF CHINA	Brit. str.	...	CANADIAN PACIFIC R. CO.	20th July.
VICTORIA (B.C.) & TACOMA via N. SAKI, &c.	ATHENIAN	Brit. str.	W. M. Smith	DODWELL & CO., LD.	28th inst.
VICTORIA (B.C.) & TACOMA via N. SAKI, &c.	SHAWMUT	Brit. str.	...	BUTTERFIELD & SWIRE	14th June.
PORTLAND, OREGON.	STENTOR	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	2nd June.
AUSTRALIAN PORTS.	ARAGONIA	Brit. str.	...	BUTTERFIELD & SWIRE	4th June, at Noon.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	...	BUTTERFIELD & SWIRE	About 31st inst.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	Ellis	P. & O. S. N. Co.	2d June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CANDIA	Brit. str.	H. E. Kitcat	BUTTERFIELD & SWIRE	About 2nd June.
SHANGHAI.	FOOCHOW	Brit. str.	C. R. Longdon	OSAKA SHOSEN KAISHA	8th June, 10 A.M.
SHANGHAI.	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	28th inst., 10 A.M.
SHANGHAI.	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	5th June, 8 A.M.
SHANGHAI.	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	1st June, 10 A.M.
SHANGHAI.	HATTAN	Jap. str.	Rosch	DOUGLAS LAPELLE & CO.	To-morrow, Noon.
SHANGHAI.	CHIRILL	Brit. str.	...	BUTTERFIELD & SWIRE	4th June.
MANILA DIRECT.	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	28th inst., 10 A.M.
MANILA DIRECT.	TAMING	Brit. str.	...	BUTTERFIELD & SWIRE	1st June.
MANILA DIRECT.	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	9th June, 10 A.M.
MANILA DIRECT.	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 8th June.
CEBU & ILOILO.	KAIFONG	Brit. str.	...	BUTTERFIELD & SWIRE	1st June.
SINGAPORE, PENANG & CALCUTTA.	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	To-day, at 4 P.M.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

will be despatched for the above port on or about TUESDAY, the 31st inst.

For Freight, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 19th May, 1904. [1098]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SATSUMA" ... 3rd June.

"RICHMOND CASTLE" ... 15th June.

"ST. FILLANS" ... 30th June.

"LOWTHER CASTLE" ... 31st July.

For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 9th May, 1904. [877]

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, will be despatched for the above ports on or about WEDNESDAY the 9th June.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. Hongkong, 21st May, 1904. [1309]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Capt. Wm. Robinson, of 1,888 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$8.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD. No. 216, Wing Lok Street. Hongkong, 27th February, 1904. [75]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following day, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN,"

Captain Merle, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS TO SAIL

REMARKS.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.

YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).

SHANGHAI

LONDON, &c.

For further Particulars, apply to E. A. DEWETT, Superintendent. Hongkong, 26th May, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.

STRASSBURG { HAVRE and HAMBURG ... On 31st May. Freight & Passengers.

SEGOVIA { (Calling at Singapore, Penang and Colombo) ... On 14th June. Freight.

BATAVIA { HAVRE and HAMBURG ... On 28th June. Freight.

NURNBERG { (Calling at Singapore, Penang and Colombo) ... On 6th July. Freight.

C. FRED LAEISZ { HAVRE and HAMBURG ... On 28th July. Freight.

BADENIA { (Calling at Singapore, Penang and Colombo) ... On 10th Aug. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMUL, via SWATOW ... "M. STRUVE" ... SUNDAY, 29th May, at 10 A.M.

ANPING, via SWATOW ... "TRITON" ... WEDNESDAY, 1st June, at 10 A.M.

TAMUL, via SWATOW ... "FRITHJOF" ... SUNDAY, 5th June, at 5 A.M.

FOOCHOW, via SWATOW ... "TRIUMPH" ... WEDNESDAY, 8th June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permits, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Voeux Road Central. Hongkong, 25th May, 1904. T. ARIMA, Manager. [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 R. W. Almond Manila direct Sat. 28th May, 10 A.M.

ZAFIRO 2540 R. Rodger Manila direct Sat. 4th June, 10 A.M.

PERLA 1980 A. H. Nottley.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 18th May, 1904. [16]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND LUGGAGE AND LOGGAGE N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

OLDENBURG ... SATURDAY ... 4th June.

SACHSEN ... WEDNESDAY ... 8th June.

ZIETEN ... WEDNESDAY ... 22nd June.

SEYDLITZ ... WEDNESDAY ... 6th July.

ROON ... WEDNESDAY ... 20th July.

PREUSSEN ... WEDNESDAY ... 3rd August.

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 17th August.

PRINZ HEINRICH ... WEDNESDAY ... 31st August.

GNESSEN ... WEDNESDAY ... 14th September.

BAYERN ... WEDNESDAY ... 28th September.

SACHSEN ... WEDNESDAY ... 12th October.

ZIETEN ... WEDNESDAY ... 26th October.

PRINZESS ALICE ... WEDNESDAY ... 9th November.

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 23rd November.

PREUSSEN ... WEDNESDAY ... 7th December.

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December.

PRINZ HEINRICH ... WEDNESDAY ... 4th January 1905.

ON SATURDAY, the 4th day of JUNE, 1904, at Noon, the Steamship "OLDENBURG," Captain R. Troitzsch, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on THURSDAY, the 2nd June. Cargo and Specie will be received on Board until 5 P.M., on FRIDAY, the 3rd June, and Parcels will be received at the Agency's Office until NOON on FRIDAY, the 3rd June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS. Hongkong, 26th May, 1904. [5]

PORTLAND & ASIATIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG STRAITS INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"ARAGONIA" 3,128 Schultdt June 14th, 1904.

"NUMANIA" 3,370 Wagner July 14th, 1904.

"NICOMEDIA" 4,370 Wagner August 14th, 1904.

"ARABIA" 4,483 Bahle September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT. Hongkong, 3rd May, 1904. [114]

NORTHERN PACIFIC RAILWAY COMPANY.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date.

SHAWMUT 2,606 W. M. Smith Saturday, May 28th.

TREMONT 2,606 T. W. Garlick Tuesday, June 29th.

LYRA 4,417 G. V. Williams Thursday, August 4th.

SHAWMUT 2,606 W. M. Smith Tuesday, September 1st.

TREMONT 2,606 T. W. Garlick Saturday, October 1st.

† Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable

